

NATIONAL TRANSPORTATION SAFETY BOARD

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 IN RE: :
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 THE EL FARO INCIDENT OFF THE: NTSB Accident No.
 COAST OF THE BAHAMAS ON : DCA16MM001
 OCTOBER 1, 2015 :
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INTERVIEW OF: KWESI AMOO

Friday,
 October 9, 2015

Jacksonville, Florida

BEFORE:

MIKE KUCHARSKI, NTSB
 [REDACTED] U.S. Coast Guard
 MIKE MILLAR, ABS
 KEVIN STITH, TOTE Services
 LCDR [REDACTED] U.S. Coast Guard

PRESENT ON BEHALF OF THE INTERVIEWEE:

GIL FELTEL, ESQ., Tanner Bishop

This transcript was produced from audio
 provided by the National Transportation Safety Board.

1 P-R-O-C-E-E-D-I-N-G-S

2 11:35 a.m.

3 MR. KUCHARSKI: -- which is a maritime
4 vessel from Puerto Rican trade from Jacksonville, and
5 it's a sister ship -- this is the sister ship to the El
6 Faro. The purpose of our being here is to interview
7 the chief officer of the El Yunque and to help
8 determine or shed some light on our investigation of
9 the sinking of the El Faro.

10 This is not a legal proceeding. The
11 gentleman's name, the chief officer, is Mr. Amoo. He
12 has agreed to taping this interview. The time is
13 approximately 11:35, on Friday the 9th of October. The
14 way we will run this interview, it's fairly loose. I
15 don't want to be too dictatorial on this. Again, we're
16 looking to find probable cause. We have no
17 enforcement. We can't put you in jail. We can't
18 (inaudible) like that. We're here to just try to
19 determine what actually happened.

20 You also have the right to a personal
21 representative, which you have here. We will have him
22 identify himself when we go around the room. But I
23 will say the personal representative cannot take part
24 in any questioning. He can object to the form of the
25 question, but we don't pay any attention to that. It's

1 not a legal proceeding. But you can consult with him.
2 If you want to take time, that's fine, but you only
3 answer. He will not answer for you. Like I mentioned
4 earlier, too, this is clarification. This is not to
5 trick anybody. It's no win or lose type of situation.
6 It's not litigation. We'll shut the tape recorder down
7 and discuss it, and we'll put you back on the tape.
8 Maybe you don't understand something.

9 It's not to trick anybody. We just want to
10 make sure we know exactly what you said. Let's start
11 basically with you giving this basic overview of the
12 operation, like we discussed, and the load out view
13 (inaudible) in Jacksonville that basically happens, and
14 then the round trip back down to Puerto Rico, Saint
15 Martin, and back here, just an overview. Then we
16 understand that you spoke to somebody on the vessel,
17 one or two people, whatever it was, the El Faro. You
18 were headed northbound, she was headed southbound.

19 That's how it will go. Then we'll go around
20 the room and see if there are specific questions that
21 other people have. If there is a question on something
22 you said, the reply, if you will, then we'll stop and
23 let everybody ask questions about that, so we clear
24 that away in the very beginning, and there's no
25 mistake, okay, (inaudible). My name is Mike Kucharski.

1 I'm the group chairman for the Operations group, which
2 includes cargo, stability, bridge operations
3 (inaudible) operations, stability, cargo layout, load
4 out and everything else. Would you tell us who you
5 are, sir, and spell your name for us?

6 MR. AMOO: My name is Kwesi Amoo. It's
7 spelled K-W-E-S-I. That is the first name. The last
8 name is A-M-O-O, Amoo.

9 MR. KUCHARSKI: Thank you.

10 LCDR. [REDACTED] I'm Lieutenant Commander
11 [REDACTED] [REDACTED] from the U.S. Coast Guard. I am an
12 inspector and naval architect. I'm here for stability
13 and structure.

14 MR. FELTEL: Gilbert Feltel, Tanner Bishop
15 law firm, here as attorney for Mr. Amoo.

16 MR. KUCHARSKI: As his personal
17 representative?

18 MR. FELTEL: Personal representative within
19 (simultaneous speaking) context.

20 MR. MILLAR: [REDACTED] Millar, with ABS.

21 MR. STITH: Kevin Stith with TOTE Services.

22 MR. [REDACTED] [REDACTED] with the Coast
23 Guard (inaudible).

24 MR. KUCHARSKI: Mr. Amoo, would you go ahead
25 and tell us your current position, and then tell us

1 about your background in sailing and education,
2 maritime related, and how you came to your current
3 position?

4 MR. AMOO: Originally, I was born in Ghana.
5 There I went to Ghana Nautical College. There we have
6 the British setup. We go to college for one year, and
7 you serve as a cadet. We had a cadet ship (inaudible)
8 three years, and I went to live at (inaudible).

9 At that time, the British, we start -- they
10 didn't have third mate exam (inaudible), so I came to
11 this country (inaudible) in Ghana and Black Star -- it
12 used to be the Black Star Line (inaudible). Then they
13 went broke, so (inaudible) and I came to the United
14 States, 1991. (Inaudible) Coast Guard, my license
15 (inaudible). That's what I was told, that I wasn't a
16 citizen, so I couldn't sail (inaudible), so I went
17 working on the land for some time. When I became a
18 citizen in 1990-91, I came back.

19 They looked into my documents and
20 recommended that I could take the senior mate's exams.
21 So I went to Norfolk, Tidewater, did some studies and
22 took my senior mate's (inaudible). That's where I
23 started. After that, I joined the (inaudible) my first
24 ship was here (inaudible) in Jacksonville (inaudible).
25 In '99, we got in an incident. We were in bad weather.

1 We were loaded, one (inaudible) the one that proves
2 (inaudible) is for the plane. The one that pulls the
3 plane (inaudible). It was loaded approach and broke
4 loose in the weather and ran into one of the side tanks
5 (inaudible) knocked overboard the ship. The company
6 was V-Ships, at that time. That's when they let me go.
7 I took the fall for that.

8 MR. KUCHARSKI: I'm sorry; what did you say?

9 MR. AMOO: I was asked to leave at that
10 time. That was 1999. Then 2001, I got a job here
11 (inaudible). Since then, I went to (inaudible). I
12 think 2010 I got a (inaudible) so I've been sailing
13 (inaudible) on this vessel since 2001.

14 MR. KUCHARSKI: 2001.

15 MR. AMOO: Yes.

16 MR. KUCHARSKI: Was this vessel owned by
17 Puerto Rican Marine in 2001 (inaudible)?

18 MR. AMOO: No, it was the SeaStar.

19 MR. KUCHARSKI: So in 2001, it was TOTE?

20 MR. AMOO: Yes, 2002 (inaudible) SeaStar
21 Line (simultaneous speaking) TOTE, yes, came -- well
22 (inaudible) SeaStar was (inaudible)

23 MR. KUCHARSKI: You came on as chief
24 (inaudible)?

25 MR. AMOO: No, I came on as deck mate, but I

1 had the lead job, and the guys, they come back
2 (inaudible) deck mate, or sometimes (inaudible) and
3 then when the chance came of (inaudible). But I'm
4 chief mate since 09:50.

5 MR. KUCHARSKI: Since?

6 MR. AMOO: (Inaudible).

7 MR. KUCHARSKI: In 2001?

8 MR. AMOO: No, in 2010. In 2010, I became
9 chief mate, but I started as deck mate 2001, yes.

10 MR. KUCHARSKI: So you started sailing on
11 here as chief mate in 2010?

12 MR. AMOO: 2010, yes.

13 MR. KUCHARSKI: You were permanent?

14 MR. AMOO: Yes, I will be permanent as deck
15 mate (inaudible).

16 MR. KUCHARSKI: So from 2010 to now, you've
17 been permanent on here as chief mate?

18 MR. AMOO: Yes, sir. Yes.

19 MR. KUCHARSKI: Have you had any other roll
20 on-roll off experience? You said you got your
21 citizenship in 1990. You were on the Faust from 1990
22 --

23 MR. AMOO: Yes (simultaneous speaking) 1991
24 to 1999, I was on the Faust.

25 (Inaudible).

1 MR. KUCHARSKI: 2001 through 2010, you were
2 third mate or second mate, and then 2010 through 2015,
3 to now, as chief mate?

4 MR. AMOO: Yes.

5 MR. KUCHARSKI: Any questions up to there?
6 So as chief mate, were you permanent, so you were on
7 vacation for a certain time?

8 MR. AMOO: Yes, I have ten weeks on, ten
9 weeks off, sometimes (inaudible).

10 MR. KUCHARSKI: Can you now just walk us
11 through the basic operations for loading the ship,
12 starting from first line, when you get into
13 Jacksonville, and then the operation here, in
14 Jacksonville, and then going out to sea, where you
15 would close your watertight doors, where you would
16 secure them, opening and closing of the doors, how that
17 happened, who you notified? Is there a company policy
18 on all this, things like that? Walk us through that
19 (inaudible) forget something. You may not get it all.
20 We'll ask some questions, maybe come back to it, okay?
21 We'll do a round-trip from Jacksonville down
22 (simultaneous speaking) back here. We can fast-forward
23 through the San Juan steps, okay?

24 MR. AMOO: When we arrive, as chief mate,
25 I'm in charge of the (inaudible) and then we have a

1 (inaudible) because we load (inaudible) line to the
2 manifold (inaudible) goes to the starboard (inaudible).
3 When everything is secured, I come to the gangway and
4 (inaudible) check how the gangway goes down because
5 here, we are (inaudible) forklift to pull it down
6 (inaudible) that is secured. (Inaudible) now we
7 (inaudible) discharging from behind the house. About
8 two hours, we will finish the 19, probably 17 and 16,
9 and then they will ask me to bring around the ramp. On
10 (inaudible) Ro-Ro ship (inaudible) their own ramp that
11 you lift down and pick it up. This we pull the ramp
12 from the dock to push it to the ship's side, and they
13 have (inaudible) to put them up and pick it up and move
14 it on the ship. When that is secure, we will start the
15 Ro-Ro.

16 The Ro-Ro gang will come in, loosen all the
17 chains or lashings, and the trucks will come and pull
18 them off. (inaudible) we load about 30 (inaudible)
19 containers. I supervise for that to be (inaudible)
20 running before (inaudible) and they will load down on
21 foredeck (inaudible). We have numbered them 01 through
22 010. The one is (inaudible) back and forth, back and
23 forth, checking there. Because sometimes we
24 (inaudible) on deck, the main deck, or sometimes they
25 will (inaudible) everything, and they will start at

1 8:00 in the morning, before the ramp comes up on the
2 deck.

3 But when we finish in the night, we let go
4 the ramp. They pull it off the ship (inaudible) secure
5 the entrance. We start again in the morning. The
6 reload cargo is completed. (inaudible) I go around and
7 check. Sometimes we get a (inaudible). I take a break
8 around, say, 2:00, and I'll be in my office listening
9 to a record just in case because sometimes we get
10 (inaudible). The office will call (inaudible) that we
11 have cargo incoming, special cargo, and that should be
12 brought in right away. So I make sure that if the mate
13 is (inaudible) brought them in. The electrician goes
14 around to (inaudible) temperatures of (inaudible) and
15 that is taken care of (inaudible) so he coordinates
16 that with them. The mate and myself, we go around,
17 whenever anything is secured --

18 MR. KUCHARSKI: Which mate is that?

19 MR. AMOO: (Inaudible) either the third mate
20 or second mate.

21 MR. KUCHARSKI: Third mate or second mate?

22 MR. AMOO: Yes, sir. They come 6:00 and
23 6:00. For instance, the third mate will come at 2:00
24 today, and the second mate will come (inaudible). The
25 day mate is going around whenever any hold is

1 completed, they will secure the load. (inaudible) left
2 last minute, when we finish (inaudible).

3 MR. KUCHARSKI: The scuttles?

4 MR. AMOO: Yes, because sometimes, let's say
5 they finish the floor, the bottom, the back, 4D, and
6 then 3D, (inaudible) goes down. They will call you
7 back, come and open it, because they left one car
8 unlocked, but they didn't write the number, or they
9 want to verify if that car went to that hold. But as
10 soon as they get off, I go around, myself, and check
11 that everything is secure.

12 MR. KUCHARSKI: When the red comes up,
13 that's (simultaneous speaking)?

14 MR. AMOO: That means the Ro-Ro is finished.

15 MR. KUCHARSKI: Ro-Ro is finished.

16 MR. AMOO: Usually, the main deck, the
17 (inaudible) recorded. They are the last to finish.
18 They finish, so that pull the ramp, and they will
19 finish the back because when the ramp is their way,
20 they cannot load (inaudible).

21 MR. KUCHARSKI: With the back you're talking
22 about is containers?

23 MR. AMOO: Yes, containers on top. The ramp
24 has to get off the ship. They take it off, they put it
25 away, and then the (inaudible) that's how. When that

1 is finished -- I use that as our stowaway search, also.

2 MR. KUCHARSKI: Your what?

3 MR. AMOO: Stowaway search. We do a
4 stowaway search every port before we depart. So when
5 one hold is completed, we will go through it, check the
6 cargo, check that everything is (inaudible). When we
7 come back (inaudible).

8 MR. KUCHARSKI: When that ramp comes off,
9 then you check all the Ro-Ro cargo?

10 MR. AMOO: The Ro-Ro should be done.

11 MR. KUCHARSKI: If you have a problem with
12 any of the lashings when they start loading on, do you
13 take care of them yourself?

14 MR. AMOO: What we do is if one (inaudible)
15 the lashing (inaudible) that comes up. They load the
16 back with two chains (inaudible) if that is in and it's
17 inboard (inaudible) the back, and they roll off
18 (inaudible). By the sides, from the bow coming to the
19 (inaudible) is one they roll off, we still have two
20 chains on the side. If, for some reason, it doesn't
21 line up with the (inaudible), then the (inaudible) and
22 then the front of the (inaudible) also lashed down, so
23 we have four, and then two on the back. Then
24 (inaudible) a wrench -- we have a wrench that is in our
25 pocket, so if it is one or two that is not (inaudible),

1 you crank it yourself. But if you see (inaudible) that
2 maybe you are getting more than that (inaudible) go
3 back and check everything.

4 MR. KUCHARSKI: You mentioned about if it's
5 not on the button. If it's on the button --

6 MR. AMOO: If it's on the button and it's
7 the center of the ship, it's secure only by the button
8 (inaudible) and then the back is (inaudible).

9 MR. KUCHARSKI: Right now, when you sail, if
10 it's at the center of the ship -- a trailer is at the
11 center of the ship, you will only put the chain
12 lashings on the back, and on the button (simultaneous
13 speaking) and there are no other chains on the forward
14 end?

15 MR. AMOO: No.

16 MR. KUCHARSKI: Are there any other chains
17 on there?

18 MR. AMOO: (Inaudible).

19 MR. KUCHARSKI: There's just the two chains
20 (simultaneous speaking)?

21 MR. AMOO: It is secured on the button, then
22 we use only three chains on the button.

23 MR. KUCHARSKI: What about if it's outboard?

24 MR. AMOO: Outboard, we do put two chains
25 (inaudible). If it's on the button, two front, two

1 back, and the button. If it's not on the button, then
2 two chains on the (inaudible), and the two chains on
3 the (inaudible), so it would be four and two.

4 MR. KUCHARSKI: A total of six chains, then?

5 MR. AMOO: Yes.

6 MR. KUCHARSKI: If it's not on the button.

7 MR. AMOO: Yes.

8 MR. KUCHARSKI: And it's outboard?

9 MR. AMOO: Yes.

10 MR. KUCHARSKI: How about if it's inboard
11 and it's not on the button, just (simultaneous
12 speaking)?

13 MR. AMOO: If it's inboard, so long as it's
14 not in the button, it's (inaudible) six chains.

15 MR. KUCHARSKI: Six?

16 MR. AMOO: Yes.

17 MR. KUCHARSKI: When it's not on the button,
18 inboard/outboard, six chains?

19 MR. AMOO: Yes (inaudible) yes.

20 MR. KUCHARSKI: Okay, please go on. Let me
21 stop. I'm sorry. Gents, any questions there?

22 MR. [REDACTED] [REDACTED] with the Coast --
23 I'm sorry, go ahead.

24 PARTICIPANT: (Inaudible).

25 PARTICIPANT: For right now, yes.

1 PARTICIPANT: Okay, I'll just (inaudible).

2 MR. [REDACTED] This is [REDACTED] with the
3 Coast Guard. I think I understood you right. If
4 you're not using the button, six chains. If you're
5 using the button, just the button, and then three
6 chains in the back, is that right?

7 MR. AMOO: Two right in back.

8 MR. [REDACTED] Two at the back?

9 MR. AMOO: Yes, sir.

10 MR. [REDACTED] When you're using the button
11 with the roll lock, the roll lock, itself, is also --

12 MR. AMOO: Yes, if it's outboard and the
13 (simultaneous speaking) yes, if it's outboard, you have
14 (inaudible) and the roll lock is secured on the button.

15 MR. [REDACTED] Thank you.

16 (Simultaneous speaking.)

17 MR. AMOO: It's all secured -- one hour
18 before we go, we test gears, so the (inaudible).

19 MR. KUCHARSKI: Set up the ladder
20 (simultaneous speaking).

21 MR. AMOO: Yes (inaudible) for the power
22 (inaudible).

23 MR. KUCHARSKI: What are the drafts at
24 departure, approximately?

25 MR. AMOO: 27 (inaudible) to then maybe 32,

1 32.6.

2 MR. KUCHARSKI: What about the container
3 operation now? What kind of checks are made there?

4 MR. AMOO: The containers, there are twist
5 locks. The manual twist locks and a button, the base.
6 When it sits down, the twist locks are locked in, and
7 then two container sets have rods (inaudible) and then
8 one. So we have two container, and then the third one
9 goes (inaudible) the middle, everything is locked by
10 the twist lock (inaudible) and the top ones have the
11 automatic (inaudible). When each (inaudible) is
12 completed, I walk through it, and then double check
13 that all the twist locks are all secured, locked in
14 their locking position.

15 MR. KUCHARSKI: So let me understand this.
16 Sorry to stop you. The outboard, then, use the rods,
17 the outboard --

18 MR. AMOO: Yes, the outboards use the rod.

19 MR. KUCHARSKI: In addition to the twist
20 locks?

21 MR. AMOO: Yes, on the days when it's
22 completed, the two sets of containers have rods.

23 MR. KUCHARSKI: The two containers on the
24 port side, that row, and two (simultaneous speaking)?

25 MR. AMOO: Yes, one's here, two there

1 (inaudible) have rods and the (inaudible) 26:04.

2 MR. KUCHARSKI: How many containers across
3 can you run on the deck?

4 MR. AMOO: (Inaudible).

5 MR. KUCHARSKI: 12?

6 MR. AMOO: Yes.

7 MR. KUCHARSKI: On the afterdeck?

8 MR. AMOO: Yes, in the main -- yes, in the
9 afterdeck, and then going up to the bow (inaudible).
10 Each bay has secured rods, and then --

11 MR. KUCHARSKI: Who checks those? Do you
12 check those rods?

13 MR. AMOO: I check them. When we sail, say
14 tomorrow morning, when I get off at 8:00, I do rounds
15 (inaudible), check everything.

16 MR. KUCHARSKI: So you make your rounds in
17 the morning after you leave?

18 MR. AMOO: After we leave -- while they are
19 loading, I do the checks, spot checks. Bay 15 is
20 finished. I see (inaudible). I wait (inaudible)
21 finish, then I go around, and then check all that
22 before we sail. One hour before (inaudible) then I'll
23 go down and check (inaudible) the dock. I take my
24 (inaudible) down there, and then (inaudible).

25 MR. KUCHARSKI: How do you check the

1 containers, the twist locks up at the top, the
2 different levels?

3 MR. AMOO: By vision.

4 MR. KUCHARSKI: You can see if they're
5 locked or not?

6 MR. AMOO: Yes, by vision. You go up with a
7 flashlight, you see it if it's not locked, if it's not
8 screwed on. I believe the (inaudible) there's a light
9 on top. If it's not sitting properly and there is a
10 (inaudible) that is sitting in. If it's not
11 (inaudible).

12 MR. KUCHARSKI: If that's not locked, can
13 you lock it at sea yourself?

14 MR. AMOO: If it is pulled (inaudible) and
15 we have S-type hook on the (inaudible) the bars you can
16 (inaudible) there has not been any need to do that, but
17 you can turn it, twist it, and then pull it back to
18 lock. It could be done.

19 MR. KUCHARSKI: In all your five years of
20 sailing (inaudible) here, have you ever had a problem
21 with the twist locks or any problem within that
22 security?

23 MR. AMOO: No. Usually, the other four
24 (inaudible).

25 MR. KUCHARSKI: How about (simultaneous

1 speaking)?

2 MR. AMOO: What I've heard is sometimes it
3 will not release, then someone will go around and take
4 the one on the side so that it comes down on the
5 container (inaudible) so that it can release
6 (inaudible).

7 PARTICIPANT: So it locked, secure, but it
8 would not unlock?

9 MR. AMOO: Yes, exactly.

10 MR. KUCHARSKI: Have you had any problems
11 with the lashings, where they had to -- you had to put
12 on extra lashings, or they didn't lash it properly when
13 you left here?

14 MR. AMOO: No.

15 MR. KUCHARSKI: So in the whole five years,
16 you've never had --

17 MR. AMOO: No. One thing we found was to
18 put more lashing (inaudible) two or three bays forward
19 (inaudible) instead of two (inaudible) everything
20 should be lashed (inaudible) all containers have to be
21 (inaudible).

22 MR. KUCHARSKI: When you have to be lashed,
23 you're talking about (simultaneous speaking)?

24 MR. AMOO: In other words, every container
25 have to have a rod and (inaudible).

1 MR. KUCHARSKI: Would you say that is a
2 heavy weather type thing?

3 MR. AMOO: Yes, heavy weather scenario.
4 When you expect that, something like that, then --

5 MR. KUCHARSKI: Do they have a separate
6 heavy weather profile for lashings, as opposed to a
7 normal weather profile for lashings, securing
8 (simultaneous speaking)?

9 MR. AMOO: Yes, securing everywhere
10 (inaudible) we add more chains. Say from nose of the
11 ship, second deck, everything to the (inaudible) every
12 container (inaudible) on a twist lock (inaudible) every
13 container will have the chain.

14 (Simultaneous speaking.)

15 MR. AMOO: Back and forth, back and forth.

16 MR. KUCHARSKI: Do the longshore do that?

17 MR. AMOO: Yes, the longshoremen do that.

18 MR. KUCHARSKI: How about the double lashing
19 -- the extra lashings on the vehicles? Do the
20 stevedores and the longshoremen do that for wintertime
21 or heavy weather, or are you the ones that actually --

22 MR. AMOO: No, they do, stevedore.

23 MR. KUCHARSKI: The stevedores?

24 MR. AMOO: Yes, once it's wintertime
25 (inaudible) it's winter lashing, so they will do

1 everything (inaudible).

2 MR. KUCHARSKI: Just so I'm clear in my mind
3 on the containers -- we'll go look at them, but I just
4 understand -- it's a bar, and then it's turnbuckles?

5 MR. AMOO: Turnbuckles, yes, bars and
6 turnbuckles, and it's across.

7 MR. KUCHARSKI: Any questions there, gents?

8 MR. MILLAR: Is there a manual that you can
9 refer to for the lashing arrangements?

10 MR. AMOO: Yes, we have a securing manual.

11 MR. MILLAR: Cargo securing manual?

12 MR. AMOO: Yes.

13 MR. MILLAR: That covers containers and the
14 roll on-roll off stuff?

15 MR. AMOO: Yes.

16 MR. KUCHARSKI: Please identify yourself,
17 too, so (simultaneous speaking).

18 MR. MILLAR: Oh, sorry. This is Mike Millar
19 with ABS.

20 MR. KUCHARSKI: Thank you.

21 MR. MILLAR: Thanks again, captain.

22 PARTICIPANT: (simultaneous speaking)
23 question, and then I'll do my question.

24 MR. KUCHARSKI: Hold on. Now I want to
25 follow on just on that one there, on Mike Millar. This

1 is Mike Kucharski. The securing manual, does it have
2 heavy weather in there, and then normal weather? Do
3 you recollect, is there a difference between the two?

4 MR. AMOO: I have to check that because --

5 MR. KUCHARSKI: We'll get a copy, yes.

6 MR. AMOO: Yes, I do it (inaudible) unless
7 there's something heavy more than normal (inaudible)
8 coming, then I will go and -- but aside from that, then
9 I don't go to the book (inaudible).

10 LCDR. [REDACTED] Lieutenant Commander
11 [REDACTED] U.S. Coast Guard. Just as far as a
12 question goes, also a run-on of this cargo securing
13 manual, one thing I was wondering is when you go
14 through the loading process, obviously you're dealing
15 with cargos of different weights and densities and so
16 forth. Does your cargo securing manual specify which
17 lashing/rigging component to use in specific cases,
18 depending on the size of the load?

19 MR. AMOO: Yes, there's something in there,
20 but we load mostly about the same weight. There's no
21 -- if it's (inaudible) it's about the same, but yes,
22 I'm sure there's something like that. I have to look.
23 If any special thing is coming, I would want to check
24 it and see (inaudible).

25 LCDR. [REDACTED] Would you also remember

1 if it gets specific enough to tell you breaking
2 strengths or safe working loads on the components?

3 MR. AMOO: Yes, it's in there. Everything
4 will be in there.

5 MR. KUCHARSKI: This is Mike Kucharski. To
6 follow up on the commander there, his question, the
7 lashings that you use for the trailers and the cars,
8 would you explain what they are, and do you know what
9 size they are? Give me an approximate size and
10 breaking strength. Are you using the same type of
11 lashing (simultaneous speaking)?

12 MR. AMOO: Yes, the same type of chain and
13 turnbuckles, also.

14 MR. KUCHARSKI: That's standard? They're
15 all the same?

16 MR. AMOO: Yes, they are all the same. The
17 cars have car straps (simultaneous speaking).

18 MR. KUCHARSKI: Straps?

19 MR. AMOO: They have car straps.

20 MR. KUCHARSKI: They're all the same, pretty
21 much?

22 MR. AMOO: Yes, they are all the same.
23 There are different types, but they are all the same
24 idea.

25 MR. MILLAR: This is Mike Millar with ABS.

1 Since you've had a lot of experience sailing on this
2 ship, going southbound (inaudible) northbound runs,
3 have you ever -- I understand that all the cargo is
4 pretty much lashed by the stevedores and the crew --
5 the deck officers check and verify that the lashings
6 are secure prior to departure. Have you ever had a
7 need to re-lash cargo? Did it break free? Do you
8 always carry extra lashings?

9 MR. AMOO: Yes, we do always have extra
10 lashing. Sometimes, although we may have eight lashes
11 on it, I feel that I need to add more, on my Saturday
12 morning rounds, I'll add a couple, especially when
13 there's (inaudible). Sometimes they load last-minute
14 (inaudible) which may be heavier than normal, so
15 (inaudible) a good eight on it, and in the morning, if
16 I feel that (inaudible) or something (simultaneous
17 speaking).

18 MR. MILLAR: Have you had any of the
19 lashings break while underway?

20 MR. AMOO: No, not my sailing. I think they
21 have some some time ago, when they went (inaudible)
22 that something broke.

23 MR. STITH: I've got a question. Kevin
24 Stith, with TOTE Services. In your time here on the El
25 Yunque as third mate, second mate, or chief mate -- and

1 you can take a minute to think about it -- can you just
2 describe maybe the worst weather situation that you've
3 been in while on board the ship?

4 MR. KUCHARSKI: I'm going to stop you there.
5 Just let him, on track, finish up.

6 MR. STITH: I was going to ask about the
7 cargo.

8 MR. KUCHARSKI: Okay.

9 MR. STITH: And how that affected the
10 lashing gear, if it had an effect on the lashing gear?

11 MR. AMOO: Yes, we've been through some
12 rolling and pitching sometimes.

13 (Switch to audio 3 10.9 Kwesi Amoo CM-Part
14 2-1135-1248.)

15 When we get into that -- let's say we sail
16 here, and in the morning, it starts pitching, I'll get
17 my (inaudible), and then we go around, everybody, and
18 we start from bow to stern, check everything, tighten
19 everything. The mate -- when the second mate comes
20 out, we also do that.

21 MR. STITH: Kevin Stith, TOTE Services.
22 Let's say you get (inaudible) weather, and you have to
23 check the lashing gear and maybe tighten up a few
24 turnbuckles, as far as the main deck, the containers,
25 have you had any problems with turnbuckles on

1 containers working free, or lashing rods or anything of
2 that nature?

3 MR. AMOO: No, I've never come across
4 anything broken, but with the rolling, sometimes you
5 can get a rod that is not as tight as is standard, so
6 we have (simultaneous speaking).

7 MR. STITH: Very good. Kevin Stith again.
8 Have you ever had any problems with the roll lock boxes
9 shifting or coming loose?

10 MR. AMOO: No. Actually as far as shifting,
11 no.

12 MR. STITH: Okay, so as far as you know, if
13 they've been locked in (simultaneous speaking).

14 MR. AMOO: Yes, if it's locked in because
15 what I do is sometimes, if I'm by there and I see how
16 the guys -- and I'll take the hammer from him, and then
17 show him how to bang it tight, so that it's locked
18 (simultaneous speaking).

19 MR. STITH: Okay, very good.

20 MR. [REDACTED] This is [REDACTED] with the
21 Coast Guard. When you were asked about the heavy
22 weather lashings and parameters, you mentioned winter.
23 Do you also -- does it also include hurricane season?

24 MR. AMOO: Yes, because we always -- the
25 captain, before we sail, he would have seen that

1 there's something coming in, and he would call -- the
2 captain knew that's what -- captain might call and say
3 make sure that everything is lashed properly because we
4 are expecting --

5 MR. [REDACTED] So it's not limited to winter
6 only or seasons --

7 MR. AMOO: No.

8 MR. [REDACTED] -- there might be other
9 (simultaneous speaking)?

10 MR. AMOO: No, this is not the season. Yes,
11 for instance, the captain, he was on here and he
12 alerted us that he's watching there, so keep an eye on
13 everything before we sail. I'll let the stevedore
14 supervisor know that this is how I want it, and they do
15 secure it.

16 MR. [REDACTED] Okay.

17 MR. AMOO: Normally, captain (inaudible)
18 come on it and say ship mate, this is what's going on.
19 It's not limited to only one season.

20 MR. [REDACTED] Perfect, thank you.

21 MR. AMOO: If we anticipate it, we are
22 proactive.

23 MR. [REDACTED] Thank you.

24 MR. KUCHARSKI: This is Mike Kucharski.
25 Coming back to that question, normally, this time of

1 year, you wouldn't do the extra lashings or the extra
2 rods because it's not winter yet. When does winter
3 profile actually start?

4 MR. AMOO: October, end of this month, the
5 end of October.

6 MR. KUCHARSKI: The end of October?

7 MR. AMOO: Yes, say about December we start
8 doing that.

9 MR. KUCHARSKI: So then they would
10 automatically put the extra rods and the extra chains
11 on?

12 MR. AMOO: Yes, exactly.

13 MR. KUCHARSKI: But anytime outside of that,
14 they do their summer profile or whatever it's called,
15 you can do extra if you ask or the captain asks?

16 MR. AMOO: Yes.

17 MR. KUCHARSKI: And the stevedore, then,
18 will let the Portus know? Is that the Portus Company?

19 MR. AMOO: Yes, he has Portus. Sometimes
20 the (inaudible) will tell them even before I ask
21 (inaudible). He will go ahead and say look, this is
22 (inaudible) and they go ahead and do it.

23 MR. KUCHARSKI: Thank you. Anymore
24 questions on that?

25 PARTICIPANT: Not on that.

1 MR. KUCHARSKI: You have left port. You
2 leave port usually in the evening sometime?

3 MR. AMOO: Yes.

4 MR. KUCHARSKI: And then the next morning --

5 MR. AMOO: (Simultaneous speaking) 2000.

6 MR. KUCHARSKI: 2000, is that from the dock
7 or --

8 MR. AMOO: Yes, from the dock. By
9 2200-2300, they pilot us off, and then we (inaudible).

10 MR. KUCHARSKI: How about -- sorry, this is
11 Mike Kucharski again. How about stability? How do you
12 do stability? How does that work?

13 MR. AMOO: Stability, I have the same
14 program that Don Matthews have, the --

15 MR. KUCHARSKI: Who?

16 MR. AMOO: The stevedore.

17 MR. KUCHARSKI: Don Matthews?

18 MR. AMOO: Yes, he has the same (inaudible).
19 He puts in the numbers, and then before we sail, he
20 brings out -- he has a disk -- thumb drive, and then
21 the paperwork. When I get it, I plug it in, look at
22 the paperwork and the numbers that everything matches,
23 check everything, and then check the ballast, what we
24 have, and the GM and everything is good, and I will
25 print it out and show it to captain, and he will check,

1 and then both of sign and file it.

2 MR. KUCHARSKI: This stability, is there a
3 program that you use for that?

4 MR. AMOO: Yes.

5 MR. KUCHARSKI: What is that?

6 MR. AMOO: CargoMax.

7 MR. KUCHARSKI: CargoMax?

8 MR. AMOO: Yes, CargoMax.

9 MR. KUCHARSKI: If I understand correctly --
10 this is Mike Kucharski talking -- you get this from the
11 stevedore, usually Don Matthews, but the stevedore, and
12 the thumb drive with the stability on it, this is
13 before you even start the cargo, they give you pre-stow
14 information?

15 MR. AMOO: Before the cargo, someone will
16 send the pre-stow, yes. Then we look at it. Sometimes
17 there they will ask me chief, this is what we are going
18 to have (inaudible) maybe this (inaudible) and if you
19 are comfortable (inaudible) look at it and say okay,
20 that's too much, maybe five feet is too much or seven
21 feet is too much --

22 MR. KUCHARSKI: Drag (simultaneous speaking)
23 drag?

24 MR. AMOO: Yes, drag. We let them to change
25 whatever they want to change to our satisfaction before

1 the final (inaudible).

2 MR. KUCHARSKI: You actually get the
3 pre-stow plan for Jacksonville, you get it San Juan?

4 MR. AMOO: In San Juan, but most of the
5 merchants, they wouldn't (inaudible). Before they ask
6 me about ballast and what to pump out or what to pump
7 in, he will say let's go, say, 100 tons here, 100 tons
8 there, or 50 tons here, 50 tons there to start with, so
9 that way you don't get caught, and then say wait
10 (inaudible) at lunchtime I will talk to you because I'm
11 going to put in the numbers now. Then if you are going
12 to maintain the ballast as is (inaudible), and then
13 they will call me back that we have to pump some more
14 water (inaudible).

15 MR. KUCHARSKI: Back to San Juan, you
16 mentioned about the thumb drive. This is Mike
17 Kucharski again. You're actually getting some kind of
18 an --

19 MR. AMOO: Yes, we have --

20 MR. KUCHARSKI: -- email, or you get a thumb
21 drive in San Juan?

22 MR. AMOO: Yes, both of them.

23 MR. KUCHARSKI: Both in San Juan?

24 MR. AMOO: Yes, we have one here and one
25 there. Someone, they will send it via email, then I

1 will open it, look through it, print it, show it to
2 captain. If we need to do any changes, we agree on
3 something, and then we call them back, too.

4 MR. KUCHARSKI: Then when you get into
5 Jacksonville, then, you're given another thumb drive?

6 MR. AMOO: Yes. I have two thumb drives in
7 my office. When Don Matthews comes, he picks up the
8 thumb drive, take it with him. When everything is
9 done, he loads the final one on it, so (inaudible)
10 1157, he'll bring it. I'll plug it in, open my
11 program, and then look at the numbers, as to what they
12 have on the paper, ten containers, so much (inaudible)
13 and then check everything that everything is in line,
14 and then (inaudible).

15 MR. KUCHARSKI: I'm a little bit -- this is
16 Mike Kucharski. I'm a little bit confused. You get
17 something in San Juan. You check it. When you get
18 back, you first come into Jacksonville, does he give
19 you another one with the calculations or no?

20 MR. AMOO: No. It's just the final one that
21 I get.

22 MR. KUCHARSKI: Final, and that's an hour
23 before sailing or so?

24 MR. AMOO: Yes, around that, the final load
25 stability on the thumb drive, that's what we get,

1 whatever is loaded, the actual --

2 MR. KUCHARSKI: Do you find many changes
3 made from the pre-stow in San Juan? There's roughly
4 two days to get back up here. Do they make any
5 changes?

6 MR. AMOO: Okay, there's a confusion.
7 Everything is separate. San Juan, when we get there,
8 they know -- it's mostly empty and few, maybe
9 (inaudible). She will send a pre-stow, the San Juan
10 (inaudible). This is what we are going to load, but
11 the empties may be 400 or 500 empties and ten
12 (inaudible) loaded, 20 (inaudible) or whatever it is,
13 seven cars. Once we get that, then we look at it. I
14 will show it to captain. Captain can also open it on
15 his computer, and then alert me that these guys, they
16 have seven (inaudible). So I'll call them back, issue
17 changes.

18 MR. KUCHARSKI: But those are in San Juan?

19 MR. AMOO: That's in San Juan.

20 MR. KUCHARSKI: I'm just interested in, I
21 guess, what happens for this load out in Jacksonville.
22 You get the pre-stow for Jacksonville in San Juan?

23 MR. AMOO: No, pre-stow, I don't get
24 pre-stow in Jacksonville. I only get pre-stow in San
25 Juan.

1 MR. KUCHARSKI: Okay, but the pre-stow for
2 Jacksonville, you don't get it -- when do you get the
3 pre-stow for Jacksonville?

4 MR. AMOO: The pre-stow, Don Matthews has
5 it. He puts the final ones in here, but he corrects my
6 thumb drive -- he doesn't send -- if he has any
7 concerns, that's when you call captain that --

8 MR. STITH: This is Kevin Stith with TOTE
9 Services.

10 MR. KUCHARSKI: I can't have you explain for
11 him.

12 MR. STITH: I'm not. I'm going to ask him a
13 question. So in Jacksonville, you do not receive a
14 pre-stow, is that correct?

15 MR. AMOO: No, I do not.

16 MR. KUCHARSKI: When do you first see the
17 stow plan -- this is Mike Kucharski -- for -- and the
18 stability -- when do you first see the stow plan and
19 the stability for Jacksonville?

20 MR. AMOO: When I get the thumb drive.

21 MR. KUCHARSKI: When do you get the thumb
22 drive?

23 MR. AMOO: About an hour, also, to --

24 MR. KUCHARSKI: So you see no stability for
25 the vessel based on the load or the full cargo layout

1 of what you have until an hour before --

2 MR. AMOO: Yes, but it's discussed. We
3 talk. He has, on his computer -- what we are going to
4 load is on his computer as the cargo comes in. He will
5 call me and tell me, based on his pre-stow, as you pump
6 out ballast -- we have the numbers (inaudible) down to,
7 say, 100 tons. I want it to so many tons. He has the
8 pre-stow, and that's when he lets me know what tanks to
9 pump out or leave as is.

10 MR. KUCHARSKI: This Don Matthews you're
11 talking about, is he an operations manager? What is
12 he?

13 MR. AMOO: Yes, more or less, he loads the
14 ship. He's the rank -- that position, I don't know
15 what that (inaudible). He's more or less the
16 (inaudible).

17 MR. KUCHARSKI: Questions?

18 LCDR. [REDACTED] Sure. Lieutenant
19 Commander [REDACTED] from the Coast Guard. Just a
20 couple things. Do you have a Sherman Stability Booklet
21 that you follow for the transit? I know you have
22 CargoMax software, but do you have a booklet?

23 MR. AMOO: (inaudible).

24 LCDR. [REDACTED] Are you aware of whether
25 your CargoMax follows the conditions required by the

1 Sherman Stability Booklet?

2 MR. AMOO: Yes, it does.

3 LCDR. [REDACTED] What is your trim
4 limitation that you've been using?

5 MR. AMOO: What do you mean?

6 LCDR. [REDACTED] You were saying you're
7 evaluating load conditions versus trim and GM and
8 things like that. Do you know what it is that you're
9 typically looking for, where you're going to cross that
10 line and it's too much trim, too little trim? Is there
11 any limits you're aware of? Do you know where to look
12 if you needed to find that out?

13 MR. AMOO: Yes, that should be in the trim
14 stability -- basically, what we have on the CargoMax
15 tells us what the limits are, and it will show in red
16 if you exceed the capacity of the ship. One, the
17 numbers are plugged in, and it will immediately alert
18 you that you are exceeding. If you pump out this tank,
19 or you take out that cargo, you can -- you get a black
20 (inaudible) the limitation is on the program, itself.

21 LCDR. [REDACTED] So typically, your
22 process is to get the potential load conditions via the
23 stick, put it into the CargoMax, and basically make a
24 determination via the program as to whether it meets
25 the correct stability criteria?

1 MR. AMOO: Yes, basically that's -- we know
2 how many containers the ship will carry. So they get
3 the bookings, and they know Bay 1 can only carry 14
4 containers. That will be (inaudible). Everything is
5 brought in there, and it's weekly basis, more or less.
6 That's more like a routine. You are not going to load
7 a 40-ton container to (inaudible). Once he gets -- he
8 knows how many containers we are (inaudible). He plugs
9 them in, and then if we pump out, say, (inaudible) this
10 is how it's going to look like. If we pump it to 150
11 tons, this is how it's going to look like. For
12 instance, we have seven tanks of fructose that we load
13 (inaudible). Those are more or less ballast tanks.
14 Sometimes we get seven fully loaded, sometimes five,
15 sometimes four, sometimes three. If we are going to
16 lose four tanks forward, then we increase our
17 (inaudible) to supplement that.

18 LCDR. [REDACTED] That makes sense. A few
19 more questions. Lieutenant Commander [REDACTED] still
20 following up. Is this happening often that you're
21 getting these load conditions that are failing when you
22 put them into the computer, your stability criteria?

23 MR. AMOO: No, we haven't -- I haven't
24 plugged in any numbers that we see any deficiency or
25 failing -- the stability's going to fail because of

1 (inaudible) never happened since I've been chief mate.

2 LCDR. [REDACTED] You had mentioned that
3 there are times that you have to adjust ballast due to
4 the loads. Why would you adjust the ballast?

5 MR. AMOO: I didn't say that.

6 LCDR. [REDACTED] Okay, please explain.

7 MR. AMOO: What I said was if he knows that
8 we are going to load, say, seven tanks of fructose,
9 which we consider more or less like ballast, then we
10 consider either emptying our ballast tanks, if we are
11 going to get less -- so that is the (inaudible).
12 Normally -- let's say, for instance, this trip we are
13 having seven tanks. If we have the seven tanks, then
14 150 or 100 each (inaudible). It doesn't fail before we
15 adjust it.

16 LCDR. [REDACTED] But you're referring to
17 fructose tanks as ballast tanks, not actually talking
18 about the ballast tanks?

19 MR. AMOO: The point I was trying to make is
20 that because they are liquid, fluid, and where they are
21 located, it's considered more or less like a ballast
22 tank. If you are putting all -- you are filling all of
23 that, it's like filling -- so you don't need water to
24 support the (inaudible) so you pump out the ballast
25 that we had. But if we are getting less of that, then

1 we can (inaudible). It's something that we've done.

2 We know we are getting four this time --

3 PARTICIPANT: (Inaudible).

4 MR. AMOO: We're getting four this time, so
5 we have to get so much ballast. We are getting more,
6 less ballast.

7 LCDR. [REDACTED] Also your tank --
8 Commander [REDACTED] again -- partially filled tanks,
9 do you ever partially fill fuel or ballast tanks, or do
10 you always have them empty or full? What's your rule
11 of thumb on that?

12 MR. AMOO: It depends. It's not --

13 LCDR. [REDACTED] How would CargoMax take
14 care of that for you?

15 MR. AMOO: Yes, the free surface is built in
16 the program. If the tank holds 200, and you put 100
17 (inaudible) to show red because of the free surface.
18 If you need to pump it out and have (inaudible)
19 everything, it will show.

20 LCDR. [REDACTED] I'm not trying to get too
21 complicated, but it does calculate free surface. I
22 understand. But I'm asking do you have any conditions
23 in your Sherman Stability Booklet that require your
24 tanks to not be partially filled? Are there any -- you
25 cannot have a pair of ballast tanks partially filled or

1 anything like that? Do you know of any conditions like
2 that that you have to obey at all times, that
3 regardless of the free surface calculation in CargoMax,
4 you just have to know?

5 MR. AMOO: No.

6 LCDR. [REDACTED] So there's no rules like
7 that in your Sherman Stability Booklet? Okay. The
8 other question, then, is do you have any
9 cross-connected tanks that allow free flow from port to
10 starboard?

11 MR. AMOO: No, we don't. We don't have them
12 on the ship.

13 LCDR. [REDACTED] Thank you.

14 MR. MILLAR: Mike Millar, ABS. (inaudible)
15 your final stow plan on the thumb drive from Mr.
16 Matthews, do you plug it into the computer, and then
17 you (inaudible) what do you have to enter at that
18 point? You enter your ballast and fuel conditions?

19 MR. AMOO: No. Everything is given to him.
20 The chief engineer -- right now, I've got it complete.
21 The chief engineer will send the departure fuel numbers
22 to him.

23 MR. MILLAR: Okay, so you're actually
24 getting -- everything is being entered?

25 MR. AMOO: Yes, everything is entered. I

1 verify that all the numbers that are entered are
2 correct, as what I have.

3 MR. MILLAR: In other words, the ballast
4 information's already been put in --

5 MR. AMOO: Everything is put in.

6 MR. MILLAR: -- and you're just verifying?

7 MR. AMOO: Exactly.

8 MR. MILLAR: When that's done, does it show
9 green or -- red if it's a failure or green if it's
10 good?

11 MR. AMOO: It does, yes.

12 MR. MILLAR: So if there's a problem with
13 trim, or there's a problem with GM, or we've got a
14 problem with another factor within the CargoMax
15 software, it's going to alert you on a printout?

16 MR. AMOO: Exactly.

17 MR. MILLAR: Okay.

18 MR. AMOO: Not even the printout. It will
19 show on the screen that the 50 tons you put here will
20 give you red. If you take it out or put it here, you
21 have a good stability. That is done, everything
22 satisfied, before even it's printed out (inaudible).

23 MR. MILLAR: All right. Once you print it
24 out, you take it to the captain, then he reviews it?

25 MR. AMOO: Yes.

1 MR. MILLAR: Are those records sent ashore?
2 In other words, does the CargoMax output, verified by
3 the chief mate and the captain, at that point, is that
4 communicated somehow shoreside, or do the records --
5 you keep records onboard? How does the paper trail
6 end?

7 MR. AMOO: Okay, when Don comes out, he has
8 his printout. Then when I load it in my computer, I
9 look at every number with the paperwork that I received
10 for how many containers were loaded in Bay 1, the
11 tonnage, check them on the CargoMax, make sure that all
12 the numbers are correct, check the ballast that I gave
13 him. Everything, all the numbers, and then I print it
14 out. I print three copies, and then give to captain.
15 Captain will sign. He will verify it, and I'll sign.
16 Then I will file my copy, so I have it on my file in a
17 certain computer. Don has the --

18 MR. MILLAR: Do you give him back the thumb
19 drive?

20 MR. AMOO: No, he has -- no the thumb drive,
21 I'll keep it through next week, then I will give it to
22 him. But his numbers are in the office, so he should
23 have whatever we had on the ship on his computer in the
24 office. That's how -- but I'm not sure if that is sent
25 to the company or not. But I'm sure (inaudible).

1 MR. MILLAR: In the process of doing your
2 review -- and I'm sure you've done many now -- have you
3 ever had to adjust ballast at that point? When do you
4 take your draft mark readings for verification? Do you
5 take it after you've reviewed the printout, or do you
6 take your draft readings beforehand, and do you end up
7 having to adjust the figures, at that point?

8 MR. AMOO: No, I take the draft mark before
9 I view the -- and see if it matches, or what I receive
10 and what is (inaudible).

11 MR. MILLAR: I'll go back to the earlier
12 question. This is Mike Millar, again, with ABS. In
13 the process of doing those checks, have you had to add
14 or take away ballast or adjust ballast on the vessel
15 before getting that final to the captain for signature?

16 MR. AMOO: No.

17 MR. STITH: Kwesi, Kevin Stith with TOTE
18 Services. Do you know if the captain keeps a copy of
19 the stability after you're done with it?

20 MR. AMOO: Every captain's different. But I
21 have a folder in mine. I have a folder in my --
22 usually I make three copies. I give to the captain, he
23 signs them. I have one in my office, and the unsigned
24 one, I have another folder in the wheelhouse that, just
25 in case, in emergency, somebody wants to (inaudible)

1 come into my office and grab it, I put it there. I
2 know of you were picking one, and then captain
3 (simultaneous speaking).

4 MR. STITH: Okay, that answers my question.
5 Do you also -- can you just kind of generally say how
6 the observed drafts compare to the calculated drafts?
7 Are they usually close or far apart?

8 MR. AMOO: Very close. Usually on my
9 stability printout, I write actual -- the actual as
10 compared to the CargoMax calculation. I'll write the
11 actual, draft, and then from there, because it's a full
12 load, I take the midship drafts, so I have mean of both
13 of them, and then I will take the stability, so the
14 (inaudible) I will check on my chart. I will have all
15 the three (inaudible) if we are safe to sail, we will
16 see that because (inaudible) will give me, say,
17 30.0658, and then we are mostly under. Everything is
18 written on there, and then captain will see it, review
19 the GM and the (inaudible).

20 MR. STITH: I have one last question.
21 Earlier, I think you mentioned that sometimes the
22 captain will say there was too much list or maybe too
23 much drag. As far as the drag concern, do you know,
24 was that because -- he was concerned because of
25 stability reasons, or more of operational reasons, or

1 you can't say?

2 MR. AMOO: I can't be specific because on my
3 (inaudible). We realized that when it's almost flat,
4 the ship will make maximum speed. (inaudible). When
5 this captain comes, he wants (inaudible). Some captain
6 comes, he wants (inaudible) almost flat, so that it --
7 it depends on -- but so long as it's within the
8 parameters -- so long as the ship is stable and safe,
9 different masters have their own preferences. Some
10 captains want big drag. Some captains (inaudible) 100
11 percent (inaudible). Sometimes they want .5
12 (inaudible) it depends on the captain's preference.

13 MR. STITH: That's good. That's it.

14 LCDR. [REDACTED] I have one more, sir.
15 This is Lieutenant Commander [REDACTED] from the
16 Coast Guard. Just one more follow up. How would you
17 deal with it if you did get flooding on the ship
18 (inaudible) flooding that you were able to contain, how
19 would you calculate that if you weren't able to get it
20 out of the ship?

21 MR. AMOO: Can you be clear on that? I
22 don't understand.

23 LCDR. [REDACTED] How would you know the
24 status of your stability if you had flooding onboard?

25 MR. AMOO: How would I know?

1 LCDR. [REDACTED] If someone asks you is
2 the ship still stable --

3 MR. AMOO: If you have flooding and you do
4 not know amount of weight that is (inaudible) and the
5 location, you wouldn't know. These are calculation.
6 You put 50 tons in (inaudible) the condition will be
7 different from (inaudible) aft, so I cannot, off my
8 head, say I'm flooded and my stability is bad or good.
9 No, I wouldn't even guess it.

10 LCDR. [REDACTED] Do you have any tools
11 that could help you, via the software or stability
12 calculation booklets or anything that is offered to
13 you, that you could use?

14 MR. AMOO: I have to check on that. I'm not
15 (inaudible).

16 LCDR. [REDACTED] Okay, thank you.

17 MR. AMOO: (inaudible) but it should be.
18 I'm showing that stability (inaudible) if, say, a
19 compartment above Hold No. 1 is all flooded, and you
20 plug it in this, your condition, that one, for that,
21 I'm sure it happens, but (inaudible).

22 MR. KUCHARSKI: To close out the stability
23 and securing questions, basically the -- you've never
24 had, really, problems with the lashings before. There
25 is a winter profile that you use, where they use extra

1 bars and turnbuckles and extra -- or double lashings,
2 extra lashings on the vehicles and trailers. You do
3 not get a pre-stow plan for your load out in
4 Jacksonville, where you can review it before the load.
5 You actually only get a final load with all the
6 stability information and all the stows.

7 MR. AMOO: I don't get it to look at, but I
8 discuss it either on the telephone or personal with him
9 because he's back-and-forth, back-and-forth on the
10 ship. He will tell me that (inaudible) I'm putting in
11 the numbers, and this is how we are going to do. So it
12 is discussed, but (inaudible) you are not sure that
13 they are good at it, then -- but the Matthews, he does
14 pretty well.

15 When he gets the numbers -- say, for
16 instance, if we have started normal loading, like maybe
17 normally do every week, (inaudible) when he comes on
18 the ship, he says I have so many loads now. I put it
19 in (inaudible). We are going to do this or do that.
20 But he looks at it (inaudible) their bookings, what is
21 coming in. I'm not sure whether -- it's more like a
22 live load because sometimes there are some containers
23 on the road coming. They might have been booked, and
24 sometimes they are all booked. They are not all
25 (inaudible) loaded anyway. I'm sure he's even not sure

1 that we are going to load 200 (inaudible). That should
2 be 205, okay, because you get some (inaudible). We are
3 not sure will we get all the bookings or not.

4 It's not physically we are going to get
5 this, and then oh, no, we can't do that. As he gets
6 them and thinks there's any changes, he will call me or
7 call the captain and say we are getting extra that, so
8 what do you think about this (inaudible). That's what
9 we discussed, but not here, this is the final because
10 it's never going to be final. If you are in San Juan,
11 we are all empties. We know we are going to load 400
12 containers.

13 MR. KUCHARSKI: Let me just stop you there
14 for a second. It's just a simple -- you don't get a
15 pre-stow plan to put in your computer when the ship
16 gets in to look at the stability or look at any of the
17 stows?

18 MR. AMOO: Yes, only (inaudible).

19 MR. KUCHARSKI: Let me just stop the record
20 for one quick second -- the recording. It's 12:48.

21 (Whereupon, the above-entitled interview
22 went off the record at 12:48 p.m. and went back on the
23 record at 12:50 p.m.)

24 (Switched to audio 4. 10.9 Kwesi Amoo
25 Interview-Part 3-1250-1325.)

1 MR. KUCHARSKI: I've restarted the recorder,
2 and it's now 12:50.

3 MR. AMOO: What I was going to say is that
4 the email comes to captain's hub. It comes to his
5 computer. When the pre-stow comes, he calls me on the
6 radio, "The pre-stow is here." Then I can go to my --
7 because I get a copy, too, but he has to log in for me
8 to get a copy. Whenever the pre-stow comes, captain
9 will call me that the pre-stow is here, and then I open
10 it and look at it. But that is in mostly San Juan.

11 MR. STITH: This is Kevin Stith with TOTE
12 Services. Can I clarify?

13 MR. KUCHARSKI: No. You cannot. You can
14 ask him a question if you want to clarify, but --

15 MR. STITH: Okay. I'm just trying to think
16 of how to phrase it. When you say -- Kwesi, when you
17 say log in, are you talking about logging in to the
18 email service to send and receive emails, so you get
19 that simultaneous speaking)?

20 MR. AMOO: Yes.

21 MR. STITH: Okay, very good.

22 MR. AMOO: Because if something is sent to
23 the office and you have not connected, I don't get it.
24 If any email comes to the ship and captain has not
25 logged in to the server, I don't get anything. So

1 normally, when captain opens his email box and say that
2 oh, the pre-stow is here, then he'll call me on the
3 radio (inaudible) the pre-stow is here. Then I'll run
4 up, open it, and look at it.

5 MR. KUCHARSKI: This is Mike Kucharski.
6 That's mostly for San Juan?

7 MR. AMOO: Yes, mostly.

8 MR. KUCHARSKI: You don't get the pre-stow
9 in Jacksonville (simultaneous speaking)?

10 MR. AMOO: Mostly San Juan because here,
11 more or less, Don Matthews is, I will say, my pre-stow,
12 because he's putting it in, and he knows what is
13 coming. Then he comes to the ship to discuss with us
14 (inaudible) the captain or me that this is what we are
15 getting here. This is what we are getting there. Our
16 margin will be this. What do you think? (inaudible).

17 MR. KUCHARSKI: Any more questions on this?
18 Let's move on now to -- we understand from other
19 sources that the ship passed -- this ship passed the El
20 Faro.

21 MR. AMOO: (Inaudible).

22 MR. KUCHARSKI: You were going northbound.
23 This ship was the El Yunque, and the El Faro was going
24 southbound, right before we lost contact with the El
25 Faro. Can you step us through that from about when

1 that happened, the conversation, time of day/night, and
2 then what was said, the position, if you remember?

3 MR. AMOO: I can't give you lat and long
4 offhand, but we can verify it from the wheelhouse
5 because of my -- we reported position (inaudible) we
6 record it, so any time. I keep the 4:00 to 8:00 watch
7 as chief of (inaudible). So I go on 0400 to 0800, and
8 then 1600 to 2000.

9 Two weeks before this incident, we met them.
10 Our normal route is -- I always joke that this ship has
11 gone back and forth, back and forth, so we can all go
12 and sleep, and the ship knows where to go. We meet --
13 our tracks are (inaudible) from San Juan all the way
14 here, and then 1:30 all the way to San Juan. So we are
15 always maybe five miles or six miles off when we meet.

16 It depends on -- if (inaudible) scheduled
17 time, then we can see each other. The captain called
18 two weeks ago, and then he wanted to speak with
19 captain. I called captain's office (inaudible) and I
20 jiggled the bell. We decided to talk. I talked with
21 the captain, said, "By the way, do you guys have extra
22 navigational lightbulbs?" I said, "Yes (inaudible).
23 He said, "Okay, when we get to Jacksonville
24 (inaudible). I said, "Yes, sir." Captain came, and
25 then they talked (inaudible). So the following week,

1 which is when this thing happened, we met again, and
2 the chief mate called. When it popped up on the
3 screen, on my radar, they were 24 miles away. He
4 called.

5 MR. KUCHARSKI: What time was that, about?

6 MR. AMOO: Because I took the watch,
7 normally get there 20 til, so at about 1540-1545 in
8 the afternoon, Wednesday afternoon, right about that
9 time.

10 MR. KUCHARSKI: So you actually spoke to
11 them about Wednesday afternoon, about 1545?

12 MR. AMOO: Yes, about 1545 -- between 1545
13 and 1600 because he comes to watch, and then he
14 (inaudible) because normally (inaudible) 06:08 at 1600,
15 everybody (inaudible) their position. So he called, so
16 the call might have been at exactly 1605 or something.
17 I saw them about 20 minutes before (inaudible). He
18 called and asked how I was doing and all that.

19 He said by the way one of the reasons he
20 called was that the captain says thank you, he got the
21 bulbs. I gave them four, instead of two. I said,
22 "Where is the check? Is it in the mail?" Then he
23 says, "Oh, by the way, one was broken." I said, "Okay,
24 so you want me to take that out of the check?" He
25 laughed, and then that was it. We hung up, and five

1 minutes later, he called back. He was on the ship --
2 he's the ship second mate, so he knows everywhere. He
3 knows what I have. Then he says, "Oh, I need -- we're
4 going to Alaska, so I need a tarp for the (inaudible)
5 so that I can cover (inaudible). I know you have some
6 in your store, so please" -- I knew we had some. I
7 said, "No, don't worry, I'll go and check. If we do,
8 I'll give you one." He said, "Okay." I have reported
9 my position at 1600.

10 Where they were headed, normally it's this
11 way, but they were a little bit in the 200s. I
12 jokingly said, "Hey, where are you guys headed?"
13 That's what I told him (inaudible). That's what I
14 recall he said (inaudible) normally, they would have
15 come down on 130, across 130, because we were on 310 or
16 312 by that time. So we should have passed parallel,
17 but they were heading on the -- maybe (inaudible) I
18 can't specifically tell you their course.

19 MR. MILLAR: So they somehow take
20 (simultaneous speaking)?

21 MR. AMOO: Yes, they were going more south.

22 MR. MILLAR: Mike Millar, ABS. From your
23 perspective, what you saw was it looked like, if I
24 remember correctly, you said about four miles apart
25 (simultaneous speaking)?

1 MR. AMOO: No, they were about -- from when
2 they came on the screen, that was 24. I picked them up
3 24 miles on the screen.

4 MR. MILLAR: 24 miles (simultaneous
5 speaking)?

6 MR. AMOO: Yes, 24 miles on the screen.

7 MR. MILLAR: So you picked them up at
8 24-mile range on the radar (simultaneous speaking).

9 MR. AMOO: Yes, on the radar.

10 MR. MILLAR: Then you observed the fact that
11 their heading was not 130, but more like (simultaneous
12 speaking).

13 MR. AMOO: They are going --

14 MR. MILLAR: Turned to the south.

15 MR. AMOO: After the tarp conversation, I
16 said, "Hey, where are you guys headed?" Then
17 (inaudible) said (inaudible) something like that.

18 PARTICIPANT: Weather? I'm sorry
19 (simultaneous speaking).

20 MR. AMOO: Yes, the storm. Because we had
21 -- when we sail from San Juan, captain has discussed
22 with us -- when we started (inaudible) captain was
23 monitoring -- we were monitoring the storm. It was
24 five miles, coming west, so we sailed Monday. I
25 believe Tuesday, captain determined that we have more

1 time coming north than going south. We don't come out
2 (inaudible) speed coming out from the south (inaudible)
3 80 RPMs or 86 RPM or something like that. Then in the
4 morning, we look at the weather. We talk about it a
5 little bit, and then in the evening, we determined that
6 -- or captain did -- that if we continue on with that
7 speed, the storm will run over us. So he determined
8 that (inaudible) 11:19 increased the speed to
9 (inaudible) speed, which was (inaudible). That would
10 have been almost 1900 that day, which was Tuesday
11 night, yes. So we started (inaudible) speed to
12 (inaudible) based on the speed of the storm and all
13 that.

14 We were going to be clear way ahead of it,
15 but the storm was about 200 miles (inaudible) but the
16 way it's coming and (inaudible) our speed, we're going
17 to cross path, so we sped up. We got effect of it a
18 little bit. There was wind. There was rain early
19 Wednesday morning. When we met them (inaudible) it was
20 getting better all the time. I saw them and said,
21 "Hey, where are you guys heading?" I said yes, that's
22 the reason why -- because (inaudible) anytime they see
23 us, they say (inaudible) whatever it is, they're
24 curious. That's why we sped up because we wanted to
25 run away from (inaudible).

1 MR. KUCHARSKI: This is Mike Kucharski. You
2 told them that you sped up to --

3 MR. AMOO: Yes. They asked why (inaudible)
4 I said that's the reason we sped up. We are doing
5 (inaudible). It was later on, after we cleared, and
6 before we (inaudible) so that we can make our time.
7 That was (inaudible).

8 MR. [REDACTED] [REDACTED] with the Coast
9 Guard. Did I hear you say that he replied that they
10 had sped up for the same reason?

11 MR. AMOO: No. If you are going south, you
12 are always at (inaudible) speed.

13 MR. [REDACTED] Oh, is it?

14 MR. AMOO: Yes (inaudible) they had
15 (inaudible) speed, but we don't come up over
16 (inaudible) speed because we have more time to get
17 here. We have to get here Thursday. But going south,
18 you start off (inaudible) unless you sail on time, if
19 they are 2000, we actually sail on time, then maybe cut
20 two or three RPMs off the number of sea speed
21 (inaudible) we slow down, so that we can get here
22 Thursday afternoon. In fact, we sped up -- we didn't
23 need to get here Thursday morning, but we sped up, and
24 then after the region was clear on Wednesday night, we
25 came back to our slow speed to get here.

1 MR. STITH: Kevin Stith with TOTE Services.
2 Kwesi, after you spoke with the El Faro on the VHF, did
3 anybody else speak with them on the VHF? Do you
4 remember anything about any conversations that were
5 had?

6 MR. AMOO: No, I think I was the (inaudible)
7 but I'm not sure (inaudible) spoke with them because
8 the captain didn't speak (inaudible) that day, their
9 captain didn't speak. Steve spoke (inaudible) can't
10 recall (inaudible). I know the second mate didn't
11 speak (inaudible). I can't remember (inaudible)1. I
12 know I spoke with them (inaudible).

13 MR. STITH: Do you remember who relieved you
14 for dinner relief that night?

15 MR. AMOO: Dinner (inaudible).

16 MR. STITH: The third mate, Cougar?

17 MR. AMOO: (Inaudible) maybe he spoke to
18 them after I was --

19 MR. STITH: That's all.

20 MR. AMOO: Because this was after 1800, so
21 if he had spoken with them, it should be earlier than
22 me, yes.

23 MR. STITH: Okay.

24 MR. AMOO: Yes, I spoke with them at 1600,
25 so it was at wheel change, which was after 1800.

1 Cougar might have come later.

2 MR. STITH: Okay, very good.

3 MR. AMOO: If he spoke with them, I'm not
4 sure, because (inaudible).

5 MR. MILLAR: Mike Millar, ABS. When you
6 were coming northbound and you passed the storm, what
7 sort of effects -- how did the ship behave in the
8 conditions that you experienced?

9 MR. AMOO: We had a little bit of roll. We
10 had (inaudible) and we had rain, a bit of rain, patches
11 of rain (inaudible) but we have a little bit of swells.
12 Because it was (inaudible) quite a bit. We were out of
13 it, but it was 8:00 when I went. I did my watch and
14 went up a little bit, and then started calming down.
15 That was (inaudible). When we met them, the conditions
16 were almost normal.

17 MR. MILLAR: I'm talking about when you came
18 close to the storm, I guess, that was forming. What
19 were the -- you said you were rolling. Do you recall
20 what the range of rolling was? Were you rolling
21 five-ten degrees? Was there more than that? How much
22 were you rolling?

23 MR. AMOO: I don't think it was more than
24 maybe between five or a little bit more, but not any
25 excessive (inaudible).

1 MR. MILLAR: You had about force eight
2 winds?

3 MR. AMOO: Yes.

4 MR. MILLAR: Off and on?

5 MR. AMOO: Yes, because it depends on
6 (inaudible).

7 MR. MILLAR: Under those conditions, do you
8 get water on the two deck?

9 MR. AMOO: Yes, sometimes, a little bit.

10 MR. MILLAR: Does it form around the
11 (simultaneous speaking)?

12 MR. AMOO: Not that type of water. Because
13 sometimes if a wave slams the ship, then you get a
14 spray. That we get, but not -- there have been a time
15 that (inaudible) come on the opening on second deck,
16 and then ran off the other side. Because both sides --
17 this was at the bunker station to the ramp opening on
18 the starboard side sometimes. It depends on the wave.
19 Sometimes the wave comes, and then some (inaudible).

20 MR. MILLAR: Does water accumulate on deck
21 naturally?

22 MR. AMOO: No. Anything that comes on, runs
23 off immediately. But water doesn't sit there even an
24 inch on it. If water comes in, it runs off on the
25 other side or (inaudible) where it goes back in, then

1 it goes back out on it.

2 MR. MILLAR: Did you ever have any
3 experience with the escape hatches not being closed or
4 dogged going to sea or being left open?

5 MR. AMOO: No, because I check them.
6 Normally, it's the officer who finishes the hold who
7 close them. On this ship, I normally (inaudible) the
8 pilot. I'm the last guy to leave the deck. So when I
9 go down, I normally come down from the bow to the
10 second deck, and then depending on which side the pilot
11 is going, (inaudible) are on the starboard side. We
12 have more than one on the port side (inaudible) so I
13 will check that, and then come on the way on this side,
14 see that everything is secured. Then there's a door,
15 also, going to the lower holds. I know that because
16 the stevedores, especially when it's hot there and the
17 fans are blowing, they like to open it for air to blow.
18 I always check it when I come down to see the pilot
19 off, and if it's not dogged, I dog it. Then I check
20 the ones on the (inaudible) side, and then let go the
21 pilot. There's one (inaudible) by the ramp. As soon
22 as I let go the ramp, that's where I pass to make sure
23 that is secure. I do check them.

24 MR. KUCHARSKI: This is Mike Kucharski. Is
25 there a policy, either company or shipboard, as far as

1 watertight doors, opening and closing them at sea?

2 MR. AMOO: Opening and closing them?

3 MR. KUCHARSKI: Opening. All the watertight
4 doors are closed when you go to sea?

5 MR. AMOO: Yes.

6 MR. KUCHARSKI: Does that include the cargo
7 doors and the doors that -- the scuttles or the other
8 watertight doors going in on No. 2 deck, all those --
9 are they all closed going to sea?

10 MR. AMOO: Yes, because I log it, and I put
11 my initials on it. I make sure all watertight doors
12 are secured, and then I log it to sign. It's our
13 policy to do that. I make sure it's all secured
14 because I'm going to log it and say watertight doors
15 are secure.

16 MR. KUCHARSKI: When you go to sea, you said
17 it's 0800 in the morning, you go the next morning,
18 after you leave port, you go out to sea -- you're out
19 at sea. Do you open any of those watertight doors or
20 scuttles or anything?

21 MR. AMOO: Not the doors. I use the
22 scuttle, and we have man working sign on there. I hung
23 it there so that nobody will lock me in. When we sail,
24 I'll open one, go down, check the cargo that everything
25 is secure, come out, secure it, go to the next one.

1 That's how I check my cargo down below.

2 MR. KUCHARSKI: Let me rephrase this. Mike
3 Kucharski, again. When you log all the watertight
4 doors are closed, you're not considering a scuttle as a
5 watertight door?

6 MR. AMOO: It's part of it. I normally
7 write it out watertight doors/hatches, yes.

8 (simultaneous speaking.)

9 MR. KUCHARSKI: Sorry, go ahead.

10 MR. AMOO: It's all considered part of it.

11 MR. KUCHARSKI: All considered. Now when
12 you go into that scuttle that you say is all considered
13 a watertight door the next day, do you notify anybody
14 when you go inside those scuttles and when they're
15 secured again?

16 MR. AMOO: I do not notify (inaudible) that
17 I'm going down, the third mate. He will be on watch.
18 But I do not specifically tell them that -- they know
19 I'll go down to check cargo. I am responsible for
20 that, so when I go and I come out, it's all secured
21 behind me.

22 MR. KUCHARSKI: So you don't actually call
23 somebody on the bridge and say I'm opening the scuttle
24 to No. 3 hold and going in, and then when you come out,
25 you don't call them and tell them it's secured?

1 MR. AMOO: No.

2 MR. KUCHARSKI: Do you know if there's any
3 company policy for that to notify the bridge that
4 you're opening up a watertight closure, and then when
5 you close it again?

6 MR. AMOO: I think there's a policy for
7 opening doors and not opening doors (inaudible). I
8 can't specifically (inaudible).

9 MR. KUCHARSKI: Okay, thank you.

10 MR. AMOO: (Inaudible).

11 MR. KUCHARSKI: Any further questions? No?
12 We'll stop the interview. It's now 13:16. Thank you
13 very much for your time and your patients with all the
14 questions. Smooth sailing, thank you.

15 MR. MILLAR: Hang on, Mike.

16 MR. KUCHARSKI: Forget it, we're back on.
17 We're not shutting down.

18 MR. MILLAR: I think you had raised in the
19 beginning we were going to talk about some of the
20 training. We talked about his background and training,
21 but some of the -- maybe the management (inaudible)
22 talking about drills and how -- were we going to ask
23 about that?

24 MR. KUCHARSKI: I wasn't planning on it, no.
25 I didn't mention anything about drills or training.

1 MR. MILLAR: No problem.

2 MR. KUCHARSKI: We can re-interview Captain
3 Stith, or we have the --

4 MR. MILLAR: I thought you mentioned
5 something about the culture of safety onboard. That's
6 what I was trying to get at, the culture of safety.

7 MR. KUCHARSKI: Go ahead and -- what's your
8 overall -- that's a good point.

9 MR. MILLAR: Mike Millar, ABS. If you could
10 explain, in your own words, what's the culture of
11 safety by the company, on board the ship, the crew, how
12 is that made (inaudible) in support of the culture of
13 safety onboard?

14 MR. AMOO: It's No. 1. The main thing on
15 the ship is safety. Even we have proposed putting on
16 -- when you step out -- because we find that people are
17 getting dust in their eye and all that, so this is --
18 we came up with (inaudible). Safety is No. 1. Even I
19 give job to the bosun, I warn them this is what I want
20 done. If we have to complete a form (inaudible) six
21 feet high, we have to fill a form before we do it, or
22 we discuss what we are going to do. So safety, we have
23 our (inaudible) lower boats (inaudible) watch movies,
24 training materials. Safety is very, very, very high on
25 (simultaneous speaking).

1 MR. MILLAR: In other words, does the
2 company really promote that, or does the captain
3 promote that? How are those things (simultaneous
4 speaking)?

5 MR. AMOO: It's from top down, from the
6 company all the way to the last guy on the ship. It's
7 always discussed, and then we meet, safety meetings
8 once a month. In between (inaudible) something that is
9 important, the captain will ask me to ask everybody to
10 -- we call everybody in (inaudible).

11 MR. MILLAR: In support of safety of the
12 ship and the overall business of the ship, do you find
13 that -- you get spare parts. You make orders for your
14 supplies. They're delivered. Is that --

15 MR. AMOO: Whatever we need, everything
16 comes on time. If something needs to be sped up,
17 captain will send a message that this will be needed as
18 soon as we arrive and they do their best to bring it
19 (inaudible) we have not had any problem with supplies
20 or anything. Anything (inaudible) we get.

21 LCDR. [REDACTED] (Inaudible) Lieutenant
22 Commander [REDACTED] Coast Guard. Just to follow up
23 on the safety management stuff, with the safety
24 management system, are you aware of who your designated
25 person ashore is?

1 MR. AMOO: Yes. It's posted everywhere.
2 Dolores is our safety coordinator.

3 LCDR. [REDACTED] Have there been any
4 nonconformities on your ship that you're aware of, and
5 if so, how were they addressed?

6 MR. AMOO: Nonconformity on what?

7 LCDR. [REDACTED] Safety (simultaneous
8 speaking).

9 MR. AMOO: No, not that I'm aware of. I
10 know there is COI or not COI (inaudible) and the Coast
11 Guard recommended that the (inaudible) on the port side
12 lifeboat has to be changed. That was done. I think
13 (inaudible) and then wanted a second life raft, so that
14 was installed. When anything is observed and asked to
15 be changed, it is done immediately.

16 LCDR. [REDACTED] In those cases where the
17 Coast Guard or ABS finds something that you have to
18 correct, have you seen that the company takes
19 additional action beyond the immediate correction to
20 look at why it was not discovered by your rounds on the
21 ship or other things, by your typical --

22 MR. AMOO: That is (inaudible) goes on. I
23 guess the ABS guy went (inaudible) he felt that it
24 needs to be changed. It was not something that if -- I
25 go around and when I see something that is rusted or

1 something -- for instance, we are working on the bow
2 now. If I see something wrong, I will call the chief
3 engineer that this railing is getting bad, or we need
4 to change this railing.

5 We even do that before the ABS or
6 (inaudible). But we are human. We cannot observe
7 everything that is bad, but if I see it, I will let the
8 chief engineer or captain know that I've told chief to
9 check this railing, and then they will cut it off and
10 weld a new one or whatever it is. But if it's
11 something that ABS comes around and sees something
12 different that I didn't see or captain or chief
13 engineer didn't see, we address it immediately. It's
14 always done.

15 MR. KUCHARSKI: Last couple of questions.
16 Are you aware of any propulsion problems on this ship,
17 any steering problems that you know of, any (inaudible)
18 boiler, any crack problems, anything like that?

19 MR. AMOO: This is (inaudible) ship.

20 MR. KUCHARSKI: How about the other ship
21 now? How about the other ship?

22 MR. AMOO: No, unfortunately, I have not
23 ever been on that ship before. You have walked the
24 ship. You've seen it. You try to keep it -- you want
25 to keep it as tight as possible.

1 MR. KUCHARSKI: So the answer is the ship
2 never lost propulsion, never lost steering?

3 MR. AMOO: No, not since (simultaneous
4 speaking).

5 MR. KUCHARSKI: Never lost the boilers or
6 anything since you've been on it?

7 MR. AMOO: No. They always work on
8 everything (inaudible). If I'm off and something
9 happens, I wouldn't know. But when I'm here -- I told
10 them that when the new ships come and they want to
11 throw this away, I will take it to Africa, so I make
12 sure that this is in ship shape, so that we keep it.
13 So we do our best to maintain the safety, clean it,
14 address any problem that's in our power. Then if we
15 need help from the company, too, we do send message.
16 If I need something immediately (inaudible) and I tell
17 captain that they followed up and call the office that
18 we need (inaudible) then we get it.

19 MR. KUCHARSKI: Okay. Well, thank you very
20 much. It's 1325. We'll stop the interview.

21 (Whereupon, the above-entitled interview was
22 concluded at 1:25 p.m.)
23
24
25

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C E R T I F I C A T E

MATTER: El Faro Incident
Accident No. DCA16MM001
Interview of Kwesi Amoo
Jacksonville, Florida

DATE: 10-09-15

I hereby certify that the attached transcription of page 1 to 82 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.



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**NTSB RESPONSE TO TABLE OF CORRECTIONS TO TRANSCRIPT
FOR KWESI AMOO INTERVIEW TAKEN ON OCTOBER 9, 2015**

Page Number	Line Number	Current Wording	Suggested Corrected Wording	NTSB Response
11	1	Inaudible	And water tight door, and the scuttle are left for	Do not agree. Sounds like “the scuttles” on the tape.
11	5	Floor	Hold	Do not agree. Sounds like “four” on the tape
11	10	Get off	Complete the hold	Do not agree
11	12	Red	Ramp	AGREE.
11	17	Inaudible, recorded	Last to be loaded	Do not agree. Sounds like “lo lo” on the tape
11	19	Is	Is in	AGREE
11	20	Inaudible	Behind the house	Do not agree
11	25	Inaudible	Aft bays are loaded	Do not agree.
12	6	Inaudible	Secured	Do not agree. Sounds like “lashed” on the tape
12	7	Inaudible	Out of the hold, the scuttle is secured	AGREE with changing to “scuttle.”
12	14	Inaudible	Needs adjusting then we do that.	Do not agree. Believe it should be “lashing arrangement”
12	15	Load	Lash	Do not agree. Transcription is correct
12	17 - 18	They roll off inaudible	The Roloc inboard loads are secured with two chains at the back and locked on a button in front	Do not agree. Should be “Roloc button.”
12	19	Inaudible	To the midships, locked on the two chains front and button, two chains back.	Do not agree. Should be “button”
12	24 - 25	Inaudible (2x)	We have wrench in our pockets to tighten one or two loose chains	Do not agree. Should be “then we have a wrench; so if we have one or two that is not secure”
13	22	Three	Two chains on the back.	AGREE
13	25	Inaudible	The roloc is secured to the button, two chains in the front and tow chains in the back.	Do not agree
14	2	Inaudible	Roloc	Agree
14	3	Inaudible	Both back and front	Do not Agree
15	25	Inaudible	Forward	Do not Agree
16	5	And a button, the base	At the base	Do not agree; transcript correct
16	7	Inaudible	To secure them	Do not agree

16	11	Inaudible (2 nd)	Bay	
16	21	On the Days	In the bay	Do not agree. Should be “all the bays
17	1	Inaudible (2 nd)	Containers are secure at both ends of each bay.	Do Not Agree
17	8	In the main	Midships	Do not agree. Correct as is.
17	15	Inaudible	Each deck to check everything.	Do not agree. Should be “with my wrench in my pocket.”

17	20	Inaudible (2 nd)	I check each bay when completed	Do not agree
17	22 - 24	Inaudible (multiple)	I take my bucket to the dock and take the specific gravity of the dock water.	Do not agree
18	6 - 11	Inaudible (multiple)	The cranes has indicator lights on to indicate if the container is locked in place or not	Do not agree
18	24	Inaudible	twist locks, one may not unlock during discharge.	Do not agree
19	2	Heard	Know	Do not agree
19	21	Inaudible	Lashed	Do not agree
25	17	Inaudible	Deck crew	Do not agree. Should be “Abs”
28	19	He has	It is	Do not agree
29	9	Inaudible	Take departure.	Do not agree
29	18	Inaudible	Stability program.	Agree
30	19	Inaudible	With this drag	Should be “so much drag”
31	5	merchants	time	Do not agree
31	5	Inaudible	in Jacksonville	Do not agree
31	12	Inaudible	Or change it	Do not agree. Should be “then we do”
31	25	Someone	Sometimes	Correct as transcribed
32	9 - 10	Inaudible 1157	At the end of cargo	Do not agree
32	12	Ten containers	Pen drive	Do not agree
32	14	Inaudible	Print	Do not agree. Should be “fuel”
33	9	Inaudible	A few loads	Do not agree. Should be “reefers, loaded reefers”
33	16	Inaudible	Feet drag	Do not agree. Should be “is too much drag”
36	16	One	Once	No. Transcript is correct
37	17	Inaudible	Ballast	No. should be “forepeak or 1A centerline
38	24	Inaudible	Ballast	Do not agree

39	1	Inaudible	Take ballast	Do not agree
39	17	Inaudible to	It will	Do not agree. Sounds like “and you plug it in.”
39	18	Inaudible	--	Not comment here.
44	11	From there	Find the mean	No. Transcript is correct
44	13	Stability	Salinity (SG)	Do not agree
44	15	Inaudible	Mean	Do not agree
44	16	Inaudible	The SF mean will show if we are over or under.	Do not agree
44	17	30.0658	30”-06 5/8”	Should be “30-06 and 5/8ths”
45	3	Inaudible	Past experience	Do not agree
46	15	Inaudible	Sure	Do not agree
46	18	Showing	Know	Do not agree
51	14	1:30	130 degrees	Should be “130”
52	15	Inaudible	Plot	Agree
53	4	Inaudible	Bridge wing	Agree
53	8	Reported	Recorded	Do not agree. Should be “plotted”
54	17	Inaudible said inaudible	He said storm	Do not agree
54	24	Five miles	Five knots.	Do not agree. Transcript correct
55	2	Inaudible	At full sea	Agree
55	11-12	Inaudible	At full sea speed.	Agree
56	6	Inaudible	Reduced speed.	Do not agree
56	12	Inaudible	Full sea speed	Agree
57	16	Cougar	Kruger	Agree
58	1	Cougar	Kruger	Agree
58	13	8:00	Force 8	Agree
60	7	Inaudible	See off	Do not agree. Should be “let go”
60	11	Inaudible	Escape hatches	Do not agree. Should be “the scuttles”
60	12	More than	Only	Agree
60	20	Inaudible	Port side	Do not agree. Transcript correct
60	21	Inaudible	Door	Do not agree. Transcript correct
60	22	Ramp	Pilot	Do not agree. Transcript correct
64	18	Inaudible	Safety glasses	Do not agree. Should be “should have glasses on.”
64	20	Inaudible	For work that is	Do not agree. Should be “like going aloft.”
66	2	Dolores	John Lawrence	Agree
66	10	Inaudible	Recommended	Do not agree
66	11	Inaudible	Eye of the lifeboat	Do not agree. Should be “the padeye.”
66	22	Inaudible	Not what	Do not agree
67	19	Inaudible	Not on this	Do not agree